

dealer's orders and no lower. The consumer get no benefit, but our factories close and the workmen lose their wages."

### FATHER AND SON

I wonder, says William Reedy, if Mr. Robert Lincoln has not pretty nearly achieved the distinction of being about the meanest, or at least the meanest-minded, man in the country. Consider who he is and what he is, the latter as revealed by what he says and does, and then abandon yourself to inextinguishable bitter laughter over this latest disclosure of one of "Life's little ironies." No satirist could flay this honored, wealthy and powerful man more artistically than he flayed himself on the witness stand about two weeks ago before the Industrial Commission, when he admitted that the great Pullman company was the real recipient of the tips to its colored porters. The New York Evening Post, no flannel-mouthed organ of discontent, but a highly conservative paper, tells us that the Pullman company's stock is so closely held and so highly valued as to be almost never sold, and has paid on an average eight per cent ever since its foundation. At the same time, it gives to its colored employees less than a living wage, and expects them to make up the difference between that and what they need to live on out of the gratuities of travelers. Mr. Lincoln testified that he thought that on the whole the company was entitled to great credit for keeping this field of employment open to negroes, who are so often discriminated against. To which the Evening Post replies that it may well be doubted whether the philanthropic motive would be noticed in the Pullman company if it were compelled to pay the wages it should, and, recalling that the laborer is worthy of his hire, adds that when Mr. Lincoln so complacently patted himself on the back for employing colored labor at all,

he ought to remember that failure to obtain sufficient tips by reason of interference with traffic, slackness of travel, or hard times has brought many a porter's family face to face with genuine suffering—even when he wore four and five service stripes on his coat-sleeve. "That under these circumstances porters have yielded so little to temptation that their record for fidelity and honesty and for heroic service in accidents is admirable, is plainly no fault of Lincoln's son. The descendants of the men the father freed have long been exploited, overworked—often without sleep enough for long stretches to keep a man well—and underpaid besides by the company of which the Emancipator's son has been the head." Enough said.

### TIPPERARY.

(If Mr. William Butler Yeats Had Written It.)

I will arise and go now, and go to Tipperary;  
The roads are unending, tis a long, long way  
to go.  
A cloud-pale maid I'll find there, a glimmering,  
glamouring fairy,  
And life will be one grand purple glow.  
I will arise and go now, and go to Tipperary;  
Long, long is the way there, and the roads  
in bad repair.  
But midnight here is martial, and noon is mili-  
tary,  
And evening filled with the trumpet's blare.  
I will arise and go now, the nights are getting  
chilly;  
The wind weeps in the sedge by the curlew-  
haunted shore.  
No curlews are in Leicester, no sedge in Pica-  
dilly,  
Only the life and the deep drum corps.  
—From B. L. T.'s "Line-o'-Type or Two" Column  
in the Chicago Tribune.

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